

Emmons S. Smith.

Every Vestige of Summer Goods Must Go!

The prices are reduced in many cases below the actual cost of manufacture, but new goods are coming—these must go.

End of the Season Prices, While the Season Is Yet Young.

Six weeks more of hot weather may be expected, but our stock of Summer Underwear is being cut mercilessly.

A lot of Men's Washable String Ties and Bows, in extra good quality Madras. Usually sold at 15c. Clearing price **6c**

Men's Soft Negligee Shirts, in Bedford cord and twills, with collar and cuffs attached. Just the thing for outing wear. Made with French yoke and sleeves and pearl buttons. **48c**

7 doz. Men's Negligee Shirts, some have two separate lay-down collars and a separate pair of cuffs. Reduced from \$1 to **69c**

89c Duck and Crash Skirts.

Every one of our \$1.50 and \$1.25 Crash and White Duck Skirts have been marked out for Monday at this figure to effect a complete and immediate clearance.

50c Ladies' Shirt Waists.

We won't tell you what they are worth. You can judge that for yourselves, but we do tell you they are stylish, well-made waists, and this price would not cover the cost of the material. There are rich pickings here.

69c Children's Shirt Waists.

All on one table—all at one price. Children's fine Shirt Waists worth up to \$1.00 are marked for Monday at 69c.

49c Ladies' Muslin Underwear.

Delicate—long and short skirts—with embroidered flounce, umbrella drawers with bunch tucks and embroidered ruffles, high and low neck corset covers, beautifully trimmed. The goods of which they are made cost more money, to say nothing of the expense of making and selling.

Fancy Waste
French Market
Fancy Work
Bonbon and Infants'

Baskets Half Price.

The new importations are due August 15, and before that date we intend to close out every piece of the stock we have carried over.

Clearing Sale Dinner Tea Toilet Sets.

Beginning Monday we offer on every Dinner, Tea or Toilet Set in the house, both fine and low priced china, a discount of 10 to 25 Per Cent. Everything goes—nothing reserved.

Jewelry Possibilities.

Italian shell goods that look as well and last as long as the genuine, and cost but a trifle in comparison.

Parisian Neck Combs of the newest and neatest styles, 5 inch size, tomorrow **25c**

Very heavy Shell Hair Pins, various shapes, the 25-cent quality, at **10c**

Heavy twisted Shell Hair Pins; never sold before less than \$1.00—now **49c**

New Side Combs of a heavier and better quality than ever before offered, per pair **25c**

Stationery Surprises.

INVINCIBLE BOND, FRENCH WATER-LINED, PLATED LINEN, ANTIQUE LINEN, **15c** Per Pound

One ton of mill remnants, high-grade linen stock, purchased for this summer sale.

Capital Bond.

New square shape azure tint; a beautiful paper, at **19c** Per lb

Commonwealth Linen.

A perfect paper in all the new shapes and styles of finish; cheaper than other papers at the regular price, 30c. Cheaper than ever tomorrow at **23c** Per lb.

Emmons S. Smith,

705-7-9 and 11 Penna. Ave.

AN OLD YACHT.

But the America Will Cruise All Around Cuba.

(From the New York Times.)

It is now forty-seven years since the wooden, keel schooner yacht, America, came in seven miles ahead of the swiftest of her seventeen competitors in a race around the Isle of Wight, and thereby won more fame than any of the much faster boats since built have been able to obtain; but old as she is the America is still in commission, and a few weeks hence she is to carry the family of her present owner, Gen. Adelbert Ames, down to Cuba, or to Porto Rico, if by that time the fortunes of war have taken him to the smaller island. The work of fitting out the ancient yacht is to be done at Boston, and when it is completed, about August 15, she will go to Tampa or Fernandina to take on her passengers. These consist of Mrs. Ames, who is a daughter of the late Gen. E. F. Butler; her three daughters, Sarah, Blanche and Jessie; her brother, Paul Butler, and a few friends. Capt. William Canning will be the sailing master of the America, as he has been for many seasons. It was the intention of the Ames family to cruise along the Maine coast this summer, but when the war with Spain began Gen. Ames was called to the army.

So was his son, Butler Ames, who is adjutant of the Sixth Massachusetts Regiment, and with them went the General's other son, Adelbert, a boy of 17.

who left Phillips Andover Academy to his father's good-by, and somehow managed to convince the veteran that he, too, was needed in Cuba. All the male members of the family are thus at the front, and soon those of the other sex will be as near it as circumstances will permit. In discussing the proposed voyage, Capt. Canning said the other day: "At first the audacity of it rather staggered us. We thought of the Spanish gunboats, the hurricanes, the calms, the yellow fever, and all the things that the America, you know is a sailing yacht, and you have to reckon with the winds when you go to sea. But we disposed of them all in our minds. As for the gunboats, the navy of Spain has had interesting experiences enough with Sampson and Dewey to respect anything American which carries a gun. Now, the America has a little brass cannon, which isn't intended to sink men-o'-war with, and—well, there are few Spanish gunboats that will show themselves outside of the Cuban harbors. After August the hurricane season is pretty well over, so we shall have little to fear from them. The yellow fever seems to be well in hand. So, after all, there seems to be no real danger in making the cruise to Cuba."

Wagnerian.
(From the Chicago News.)
She—Ah, how heavenly! I always love Wagner so much. Where is the land he lived in?
He—Madam, that is not a land. The machine shop and planing mill around the corner are merely running night turns, owing to the revival of business.

EXPRESS THEIR OPINIONS

Street Railway Companies Discuss Overcrowding of Cars.

SUGGESTIONS FOR SAFETY

President Crosby Does Not Think Legislation Will Create Safety Results—He Says the Custom of Standing Loose Is Universal—Fixing the Responsibility for Accidents.

The recent invitation of the District Commissioners to the presidents of the different local street railway companies, asking for such suggestions as would in their opinion prevent a repetition of the accident which occurred on the line of the Capital Railway last month, elicited two replies yesterday. The first was received from G. E. Abbot, president of the Washington, Alexandria and Mount Vernon Railway Company, expressing a desire on the part of his road to confer with the Commissioners on the subject.

G. E. Abbot, the president of the Georgetown and Tenleytown Railway Company, also sent a letter to the Commissioners, informing them that he was of the opinion that legislation respecting the overcrowding of street cars was unnecessary.

Mr. Crosby's present position upon the question is stated in his communication as follows:

"I am of the opinion that legislation respecting the crowding of cars is not necessary or advisable. This custom of having standing loads is so universal in the United States that all car materials are made of strength proportioned to a load consisting of a standing crowd on the cars. In the end there would be no great factor of safety to be found in the materials used than in the case today. Thus, if the maximum weight to be handled be diminished, let us say by two, then correspondingly the maximum strain possible to be borne by any of the members constituting the mechanical body of the car, and its equipment, would in like measure be diminished.

"The occasional failure to come up to its standard of strength shown by a piece of iron or steel car in no way can be avoided; certainly not by merely changing the elements of the mechanical problem that it is endeavoring to solve. 'Certain classes of defects in all materials used in the construction of cars or of anything else are not discoverable by ordinary inspection.

"Due to such undetectable defects, occasional accidents occur. 'Furthermore, I am of the opinion that just in proportion as the public authorities throw numerous regulations around the operation of public conveyances do they assume the responsibility for the safe conduct of passengers, and in that measure will the parties controlling these public conveyances be relieved from responsibility. The result would be disastrous to the interests of such persons as must from time to time suffer bodily harm while on public conveyances.

"The public funds, we well know, are never to be diverted to the damages in such cases. On the other hand, a corporation which may be able to solve complete following of an extensive system of regulations will be able oftentimes to escape a responsibility which otherwise would be fixed upon them by the common law rules governing the responsibility of public carriers."

The letter of President Abbot is very brief and offers no suggestions whatever. It reads as follows:

"Your letter of July 30 to hand and contents noted. I cannot say that I have any suggestions to make, yet I would give me pleasure to discuss this subject with you, at any time and place, convenient to yourself, as our road has endeavored from the beginning to meet the conditions of the letter of the Commissioners inviting suggestions for safety were sent to all the presidents of the different railway companies of this city, and those written, only the Metropolitan Railway Company, the Washington, Alexandria and Mount Vernon Railway Company and the Tenleytown Railway Company have thus far replied.

The street car managers fully realize that any legislation prohibiting the overcrowding of cars would necessitate the companies placing more cars in the service, which would materially increase the expense of operating the roads.

TO GUARD THE CROSSINGS.

Twenty Additional Policemen Will Take the Oath Tomorrow.

The twenty additional policemen who were recently appointed by the District Commissioners for special duty at the street railroad crossings of the city will enter upon their new duties tomorrow. Chief Clerk Kemp will administer the oath to them early tomorrow morning. The assignment has been made as follows:

Fourteenth and U Streets, D. C. Hamilton. Fifteenth Street and New York Avenue, A. R. Brady and E. P. Lewis. Fourteenth Street and New York Avenue, W. S. Carter and T. M. Adams. Ninth and F Streets, E. P. Carlin and W. E. Owen.

Seventh Street and Florida Avenue, Thomas Buckley and F. A. Dyson. Ninth and K Streets, J. H. Gelabert and P. D. Lewis. Fourth and H Streets, E. W. Manuel and J. H. Gillet. Ninth Street and Pennsylvania Avenue, B. F. Perry and J. Ellis. Tenth and Eleventh Streets, C. P. Boss. Seventh Street and Pennsylvania Avenue, W. Calloway and L. B. Abernathy. Seventh and F Streets, C. L. Grant and D. C. Smith.

The pay which each of these special policemen will receive will be \$75 per month, to be borne by the respective railroad companies in proportion to the number of cars operated by them at the crossings named.

Improvements Ordered.

The District Commissioners have ordered the following work to be done under the provisions of the permit system: Lay 42 feet of 10-inch pipe sewer in the north side of Wyoming Avenue, between Twentieth Street and Connecticut Avenue, estimated cost, \$11; lay vitrified brick driveway in front of No. 201 P Street northwest, estimated cost, \$36; lay vitrified brick driveway across sidewalk in front of No. 11 H Street northeast, estimated cost, \$38.

Municipal Brevities.

Harry G. Wilbur has been appointed a clerk in the health office at \$1,000 per annum, vice Dr. Stacy A. Ransom, who resigned to enter the naval service of the Government.

John W. Douglas has been appointed an agent of the Board of Children's Guardians upon the recommendation of that association. He will receive an annual salary of \$1,200.

The resignation of H. G. Wagnell as private of police has been accepted.

PICKED UP AT RANDOM.

"I believe my town is the only city in the country that has a West Point graduate on the police force," remarked J. L. Say, St. Louis, at the Willard last night. "Washington, I believe, boasts of more regular army men on the police force than any city, but it has not a single officer on the force who graduated at the National Military Academy. Sgt. Charles H. Rea, who is on duty as desk sergeant at the Third Precinct Station, St. Louis, was a member of the class of '69 and was in that year sent to Leavenworth, Kansas, to join the famous Seventh Cavalry as second lieutenant. At that time the regiment was engaged in protecting the Kansas Pacific Railroad, and aside from what little amusement could be obtained in buffalo hunting, the work was both dirty and monotonous. The regiment had a few Indian scouts, which constituted prompt work, but the excitement was not enough for Rea, and after two years of service and promotion to the position of first lieutenant, he resigned. Since then Sgt. Rea has had reason to congratulate himself on his action, for in the battle of the Little Big Horn, Capt. Yates and every man in Troop F, of which he was first lieutenant, were left on the battlefield, together with the nearly all the other members of the regiment. During his two years with the Seventh Sgt. Rea became personally acquainted with Buffalo Bill, who was then a scout on the frontier, and he has many interesting tales to tell of his life on the plains. Since joining the police force of St. Louis the ex-West Pointer has been promoted twice. He has rendered his services to the Government in the present war and the adjutant general has assured him they will be accepted if another call for troops is made."

What has become of the reconcentrados? The woes of the persecuted pacifists had a great deal to do with the determination of the United States to drive Spanish troops from the Western Hemisphere. But when the war began events so shaped the plans of the campaign that the reconcentrados were almost lost sight of. Now that peace seems assured, the fate of the reconcentrados is becoming a matter of revived interest. Capt. W. B. Barker, the former consul at Sagua, who has sailed for Santiago, said yesterday that the reconcentrados are being treated as well as possible. "The impression seems to prevail among the majority of people in the United States that because of the war these reconcentrados have been neglected and that probably the majority of them died long before this from starvation. But, for my part, I don't believe such a deplorable result has occurred. While other United States consuls and consulates maintained in Cuba, the reconcentrados were allowed to stay in the towns and cities except from Sagua, where they were crowded into the American people were unable to feed them; but when the war came it was necessary for the Spanish officials to economize their resources as much as possible. Consuls who were withdrawn I have no doubt that the military authorities ordered all these dependents to leave the cities and find their own means of support as best they could. Blanco has, in fact, reported to his government that he had banished the reconcentrados from the town. The fact that he took this step inclines me to the thought that these poor Cubans have starved to death. The soil of Cuba is so rich that you can cultivate it, as it were, by merely running a stick in the ground. Potatoes and other vegetables can be grown in from thirty to forty days, and because of the easy possibilities of growing supplies in the country districts of Cuba, I am of the opinion that the suffering among the Cubans has not been nearly as severe as people in this country have thought it to be."

The Commissioner of Internal Revenue has rendered a decision in which he says, in effect, that persons engaged in the manufacturing of sugar from cane or beets, and who are not subject to the tax imposed by the new war revenue act. This act provides as follows: "That every corporation or other person engaged in carrying on or doing the business of refining petroleum or refining sugar, or owning or controlling any pipe line for transporting oil or other products, whose gross annual receipts exceed \$250,000, shall be subject to pay annually a special excise tax equivalent to one-quarter of 1 per cent on the gross receipts of all receipts of such persons, firms, corporations and companies in their respective business in excess of the sum of \$250,000. The Commissioner is of the opinion that the law applies only to the persons engaged in refining sugar, a distinction from those who produce cane or beets. Under this ruling practically all of the beet sugar mills of the West and cane mills of the South are exempt from the tax, they being held to be refiners within the meaning of the law. Of this latter class there are said to be over 700 in the State of Louisiana alone. The decision was rendered upon the application of the Oxnard Beet Sugar Company.

Camp Alger is now situated on historic ground indeed. It was the spot upon which Beauregard's army camped before the first great battle of the war, Bull Run Creek, from which the battle took its name. It is a deep stream, the source of which is clear of the water. The lack of water at old Camp Alger is undoubtedly one of the worst features of the old site. It is so scarce that the men were forced to dig for water, and it is thought more than probable that much of the disease now prevalent in the camp is due to the fact that the men had no facilities for bathing. Lieut. Col. Burnham, of the Fourth Missouri regiment, who called at the War Department a day or two ago, said that the 150 men in his regiment were dependent upon the water supply. "There was a line at that well from early morning until late at night," said Col. Burnham. "We have been obliged to station our men at the well to prevent disorder. The trouble in getting water interfered with us in many ways. When we first established our camp there were a number of little creeks about where the men could take baths and so that the men kept themselves clean. The way men are bunked together in a military camp makes it most desirable from every point of view that they should keep their bodies clean. All the creeks in which the men used to bathe are now dried up and the only means they had at Camp Alger of taking a wash was to walk their turn of the well, get a bucket of water and go out under the trees somewhere. That is a very poor way. The change to Manassas will doubtless bring about a great improvement."

Miss Lucy Graves, of Alexandria, is writing some very interesting letters from Santiago to her home paper. Miss Graves is a daughter of a private secretary, and went into the army with the first ship that took supplies to the suffering people. Among other things, Miss Graves says in one of her letters: "You haven't any idea of the conditions here. The hospital corps of the army was here. They positively had no hospital supplies and openly said they would not have been able to do anything without the Red Cross. When Miss Barton went to the front she found men terribly wounded but had nothing to eat for two days, and none of them anything but hard-tack, coffee and bacon. That is of feeding men who have had a leg amputated and is, of course, racked with pain and fever, on such stuff as that. They went immediately to making amputations and cooking rice, barrels of it, and the men begged for it in a piteous manner." It will be noticed that Miss Graves flatly contradicts the story that the hospital corps was not much for the army and that Gen. Shafter considers it of little benefit.



'Round the Bargain Tables.

THIS Annual Clearing Sale of Summer Goods and the attending Bargain Tables are a matter of history, dating back twenty years. Tomorrow—Monday—the entire stock of Shirt Waists, Dress Skirts and Suits are to go on the third floor tables at finally reduced prices.

Table No. 4.

Choice of the broken lots 75c to \$1.50. Shirt Waists, mostly small and large sizes. **25c**

Table No. 12.

All sizes in the lot of \$1.00. \$1.75 Waists reduced to only **69c**

Table No. 31.

The \$1.75 to \$2.25 "other" high-grade Shirt Waists. Choice for only **\$1.25**

Table No. 40.

Here are the tailor-made Waists made to retail up to \$4 apiece. Choice for **\$1.48**

Table No. 20.

Last of these \$1.25 to \$2.48 Wool and Mohair Crepons are to go on this second floor table. Being 45 inches wide, 3 1/2 yards suffice for a skirt. Choice for **\$1.44**

Table No. 21.

On this table will be the figured Japanese Silks, combining white with blues, green, purple, brown and black. 68c a yard until now. **39c**

Table No. 10.

The gossamer-featherweight—Black Lisle Thread Hose, some with lace work ankles. Not a few pairs of black silk stockings, many of colors in best patterns. A big tableful of 50c stockings at **35c** only

Table No. 15.

Odd lots of 25c to 50c Pure Linen Handkerchiefs are gathered together on this table. Any three for 50c. **18c** Each

Table No. 8.

Quadruple-plated Soap Turens, Butter Dishes, Sugar Bowls and Cream Pitchers, Chafing Dishes, and Chafing Jugs. \$2 to \$2.95. Choice for **\$1.79**

Table No. 7.

Match sets of Tureen, Point de Paris, and Chancy Laces, 1 to 3 inches wide. Not all widths in each style. **5c**

Table No. 19.

On this table near the 11th street entrance—nearly a half hundred Silk Umbrellas, with Dresden, horn and wood handles. Also, some 15c yard. **\$1.49**

Table No. 24.

Basement floor for these: \$1.11 Silk kimonos, Flower Vases, Fruit Sundaes, Spoon Baskets, etc. Choice for **35c**

Table No. 63.

Here are the popular \$1 Dress Skirts in all styles reduced to **69c**

Table No. 17.

The expensive imported Duck, Linen and Lawn suits at only **\$4.98**

Table No. 18.

The popular \$2.48 Duck Costumes are reduced to only **98c**

HOW BRAVE MEN BATTLE.

Graphic Description of the Fighting Before Santiago July 1.

Midletown, N. Y., Aug. 6.—Dr. Frank I. Winant, who was in the fight with the Seventy-first Regiment at Santiago, writes to his father in this city as follows:

"In the Field, near Santiago, July 1.—Saturday delighted me with letters from mother, wife and Charlie. I have only one envelope, and that the addressed one sent me from Hasbrouck. While I am writing an artillery fire is on.

"Yesterday the truce was up between the two armies. We are resting comfortably in rifle pits, erected by the Fourth Infantry. I am using my hat as a desk. This morning I had a good breakfast. We have gone at times two days without anything to eat except two or three hard-tack, but we could all do us more for Uncle Sam.

"On the 1st we had one of the greatest fights in history. You have no idea how brave Americans can be. Even men from my company broke away and went up the hill under one of the most murderous fires imaginable, along with the regulars.

"There never were more heroic men than the blacks of the Twenty-fourth Infantry. No one who saw their glorious charge will ever regret that we set them free. I have the honor of being one of the first men on the hill and one of the first to capture the flag. I am fighting on top. Our names were taken down and we suppose are a matter of record.

"I saw one wounded man lying in a brook, bleeding to death. He was a member of the Twenty-fourth Infantry. The Twenty-fourth Colored Infantry led the charge, followed by the Thirtieth, Sixteenth and part of the Seventy-first. The man who gave the order to charge never will get the credit of it, for he found his grave. My wife claim it, but the line he led, passed out of existence. No general ordered it, and the general in command was four or five miles in the rear, overcome by the heat, as were many others.

"Some of our poor boys were killed while held in reserve under a killing fire from the Spanish. Imagine a hill higher and steeper than Hickory Point, at Greenfield, with rifle pits covering a large section at the base, captured by infantry, who advanced under cover of only two or three Gatling guns. English and German officers who were present say there never was anything like it in the history of the world.

"We are expecting Gen. Miles here at any moment, as fighting generals are the ones wanted. So far, the privates have been in command.

"I have lost grandmother's Testament. Had to throw it away—everything in the charge, except my life, ammunition and clothing I had on—even my canteen."

CARS FOR C. & O. RAILROAD.

Contract With the Pullman Company Placed on File.

An agreement between the Pullman Car Company and the Chesapeake and Ohio Railway Company, effecting the transfer of 500 freight cars was filed yesterday in the office of the recorder of deeds. The Pullman company contracts to furnish the road with 100 flat-bottom and 400 hopper-bottom gondola cars for \$220,000, the cars to be delivered in lots of fifty, and 10 per cent of the total cost to be paid on the delivery of the first lot. The balance of the purchase money is to be paid in thirty-six equal installments.

An agreement between Messrs. Cowden and Murray, receivers for the Baltimore and Ohio Railway Company and the Pullman Car Company for the purchase of 3,000 freight cars was also recorded. The amount to be paid by the Baltimore and Ohio Railway Company for the cars is \$1,900,000.

\$10 Niagara Falls via B. & O. \$10

Through train of coaches and parlor cars from Washington \$10 a m., August 11, 25, September 8, 22. Tickets good for ten days and good for stop-over returning at Buffalo, Rochester and Watkins. Aug. 7, 8, 9, 10, 11.

BELLAMY STORES CHOSEN.

Will Represent the District at the Brussels Exposition.

The Secretary of State has selected Bellamy Storer, the American minister to Belgium, to attend the coming Brussels convention as the representative of the District of Columbia.

The convention will be held in the Belgian capital from September 24 to 28 next for the purpose of considering questions relative to the adornment of cities. Delegates will be in attendance from all the large cities of the world, and in view of the fact that Washington is one of the most beautiful of the world's capitals, an invitation was extended to the District Commissioners requesting them to appoint a delegate from this city.

The Commissioners had no way of sending such a delegate and referred the letter of invitation to the president of the Corcoran Gallery of Art, upon whose suggestion the State Department was asked to co-operate in the matter by defraying from its funds the expense of a delegate from the District of Columbia.

The national Government owes more than one debt to the property within the District, and it is thought proper that it should manifest an interest in the matter.

Secretary Day solved the problem by instructing Minister Storer to act as delegate. This was accepted in the Times last Thursday morning.

In his reply to the communication of the Commissioners, Secretary Day says: "The Department is obliged to say, 'No,' to the request, but has no available funds from which to compensate any one who might be sent from here to Brussels for the purpose of attending the congress. It realizes, however, that the city of Washington might materially profit from the general discussion which will take place on such an occasion, and in order that the Commissioners of the District of Columbia may, if possible, benefit therefrom, I have instructed Mr. Bellamy Storer, the Minister of the United States at Brussels, to attend the congress and report."

President Wright, of the Board of Commissioners, yesterday informed Secretary Day that the attendance of Minister Storer will meet the full wishes of the Commissioners.

A COMING WAR BOOK.

Gen. Wheeler to Write a History of the Struggle with Spain.

Gen. Wheeler is taking notes in the midst of his other duties for a book on the war, which he will write in the near future. In it he will pay particular attention to the work of the regular troops at Santiago. He says in regard to these men:

"In regard to the difference between regulars and volunteers, we must be fair, just and honest in the matter. Many of the volunteers left positions with large salaries and comfortable and luxurious homes to serve their country. They were self-sacrificing; they were brave; they were chivalrous. But truth compels me to say that for effectiveness in battle they could not be expected to equal trained soldiers. The regular army officers and men had been trained to estimate distances by the eye and to adjust their sights with great precision; consequently, when they went into action, every man was an expert marksman, and they used their rifles with most marvelous accuracy.

"It was touching to see the regulars get some of the American newspapers, read of how redoubt after redoubt was taken by the volunteers, and scarcely any mention was made of the regular army. How disappointed and disgusted they were! One captain turned to me and said: 'Depend upon it, the truth will be told when history is written.'"

Enveloping Key Monument, August 9.

On account of this occasion the Baltimore and Ohio road will sell excursion tickets to Frederick and return, August 10, and a valid for return until August 19, at one fare for the round trip.

CAUGHT SMUGGLING.

What Was Supposed to Be Laundry Was Valuable Lace.

New York, Aug. 6.—What the authorities think will prove a very important seizure was made yesterday by Inspector Kruckman, of the staff of surveyors of the port. It included the harbor and was on which was used to take the laundry from the White Star steamship Britannic. Instead of laundry Inspector Kruckman found that the wagon was carrying away 500 pieces of valuable lace. The driver of the wagon and the steward of the steamship were arrested, charged with smuggling.

Special treasury agents made two other seizures yesterday. On the bark Rachel P. from Genoa, Inspectors Sullivan and Huxford concealed in the hold eleven cases of gin, which were taken in charge.